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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG, SEPTEMBER 14TH, 1907.

In the adage, what is cause for the goose is cause for the gander, but in politics it is not. International relations are not arranged on any such principle. It is very touching to find an American paper crying *mea culpa*, especially a Californian paper. The San Francisco Chronicle of August 7th, one of the yellowest of the yellow press, one that has howled most strenuously on the side of race prejudice, and striven for popularity by parroting popular clamour, right or wrong, has been driven into a corner indeed, when it can bring itself to make the following confession:

"We claim no right to enter Japan against the wish of its people, and now recognise that our armed intrusion under Commodore PERRY was an act of barbarism committed in the hope of exploitation. We have no desire to repeat it upon any other nation, nor will we permit, without resistance, such intrusion upon ourselves. We desire to live upon our continent and to let live upon other continents."

We do not know what attitude this particular newspaper takes towards the American occupation of the Philippines, but it is not likely that it would applaud precisely the same claim if made by a Filipino journal. It talks of the right of each race to regard its own territory as a citizen regards his home—as a sacred place into which those only may be admitted who have the capacity

of guestship, the personality which makes it possible to live with the host nation on terms of justice and righteousness—justice and righteousness—in San Francisco! The more the San Franciscans appeal to reason in this matter, the worse their case appears. There is only one honest stand they can make, and if they made it and stuck to it, we could sympathise with them. "We do not want Asiatics, and rightly or wrongly, we refuse to take them." We could understand that, and we could even excuse it. But this talk of justice and righteousness is colossal impudence. Even with the frank confession of guilt regarding PERRY's achievement, and the tardy apology for it, the San Francisco journal cannot get within touch of honesty. It is not objecting to "such intrusion upon ourselves," but to the peaceful entry of invited guests. The invitation is contained in the reciprocal treaty between Japan and America, an arrangement sought, not by the Japanese, but by the Americans themselves. Japan has faithfully kept her part of the bargain, and the American government finds itself unable to keep its part, owing to the excited clamour of a mob of sandal-biggers in that notorious city of unrighteousness, San Francisco. We can enjoy the exchange of courtesies, goes on this unctuous humbug, with Japan's educated and distinguished men, we can cordially join them in scientific investigations and pursuits, we can trade with them in a friendly spirit but we cannot mingle peacefully with them as members of the same body politic. Why? This representative of thought in the body politic a body whose head has just been found to be so corrupt as to need interment—in jail, says the differences in ideals and habits of thought are absolutely irreconcilable. So it insists, to save its uniquely just and righteous ideals and habits of thought from being snuffed under, that "this continent being the home of a white race, shall be preserved as such, and we demand the exclusion of Asiatics because we insist that they shall not break up our home." One would think from that pathetic tag that it had been the Japanese who had been doing the rioting and house-breaking, instead of the highly civilized clientele of the San Francisco Chronicle. In words distinctly and deliberately provocative of further lawlessness, it hints at necessary and inevitable fighting, "which no laws can prevent." It may be noted that it speaks for the whole continent, a claim that the best Americans repudiate. During the trouble, it has shifted from one ground to another, and probably will soon be driven to make the only stand we have in located as admirable. When it gets there, and it is very near it now, we will be prepared to listen to it with more patience.

After all, this shifting of populations is going to be an embarrassing problem, and even rough and ready solutions threaten to become welcome before long. Australia has been tackling it for a long time; British Columbia is busy with it now; South Africa has had a taste of it; and even over Liverpool in England its shadow has fallen. Japan herself has begun to deport Chinese coolies. To a disinterested onlooker, the general situation is reminiscent of the two donkeys, each with its head over the fence, reaching for its neighbour's grass. It has to be admitted that the white man started the game. If he hadn't, there would have been no American nation to-day. So it is no use talking of justice and righteousness, unless we are prepared to retrace our steps. Merely to copy the San Francisco Chronicle, and to admit that our intrusions were acts of barbarism, is not enough. If we persist in forcing our friendly intercourse upon people of different skin, prating of good will the while, we must learn to see their pigmentation without openly shuddering, and even to rub elbows with them without trying to kick them. There is another way. It is unlikely that every American and Englishman will be withdrawn from China and Japan, which would be necessary to bring expulsion and exclusion into line with justice and righteousness. Perhaps, if it is found that San Francisco and Vancouver must have their way, the Powers will try the plan that the Americans have adopted for the Red Indians; to take such portions of China and Japan as we need, and herd and confine the natives into "reservations" in the unclaimed lands. But as that might stagger humanity, the chance is that after all San Francisco and Vancouver will have to put their demands in their pockets, and take their chance with the rest of the world, under the existing arrangements. The white man having made his bed must lie upon it. His catchword of conquest having been universal brotherhood, he seems bound to face his fraternal duties without so much grimacing.

The considered judgment of Mr. F. A. HAZELAND, Magistrate, in the extradition case arising out of the alleged Swatow "rebellion", teems with interesting considerations. Although there are rumours of possible appeals, we presume that until formal notice is given the case is no longer *sub judice*, and that we may venture to comment upon it. The extradition of persons, under our treaty with China, may be a matter of expediency as much as a matter of justice, if we consider our own political interests. It could be very embarrassing for the British administration of a Colony so closely and intimately connected with China, were its hospitality to be abused. Between that consideration and our humane reluctance to hand men over to the cruelty of a judicial system for which we entertain no shred of respect, we find our dilemma, and so it is no wonder that there should be considerable variety of opinion as to the merits of this and similar cases. The Magistrate referred to may have had such issues in his mind, but it is quite clear that in coming to his decision he rigorously banished them. Not expediency, not human sentiment, but a severely judicial interpretation of the law as it appears to him, is the basis of his decision. His interpretation will come under the criticism of others according as it squares with their notions of expediency or humanity. Without passing any opinion on the merits or demerits of the peculiarly British stipulations in our extradition treaties, embodying our tenderness for political offenders the world over, we may at once proceed to express our opinion that, whether that tenderness be wise or otherwise, the intention of the law is to give it vent, to protect political offenders; and that Mr. HAZELAND's definition of what constitutes political offence is not broad enough for the spirit and intention of the law, though it may bring it within the letter as expediency has been in the habit of defining it. Surely it does not need much demonstration that there are numerous genuine political offences, possible besides those which happen when there are "two or more parties in the state each seeking to impose the government of their [sic] own choice on the other." Let us take a readily conceivable instance in Russia. Some writer, say TOLSTOY, incurs the resentment of the Russian Police Bureau by decrying the corruption of the government. He is not advocating its substitution by another, but its reform. In the course of his denunciation, he uses words which constitute, say, *lese majesté*, some breach of some Russian law which renders him liable to Siberia. He escapes to London, and his extradition is applied for. Would London give him up, because there did not happen to be "two or more parties in the state each seeking to impose the government of its choice on the other or others"? Or would it say that as a *bona-fide* political offender he was entitled to the protection of the stipulatory clause? Take the story of England's Runnymede, and by a violent effort of imagination, conceive of a repetition of a like incident in China. Put the EMPEROR-DOWAGER in the shoes of King JOHN, with the leading representatives of her people compelling her to sign a Chinese Magna Charta. Imagine then, further, that by some coup d'état, her shrewd Majesty were suddenly to turn the tables on the Chinese Barons, necessitating their hasty flight to Hongkong. They had not endeavoured to depose her and set up a new government; but by a little forceful intimidation had tried to induce the existing government to do the right thing as they saw it. There were not "two or more parties in the state"—then were they not political offenders? We fancy that in such a case, even Mr. HAZELAND would throw CAVE J. aside and refuse extradition. Is the Swatow case really so very different? We do not think so. Here were these sturdy Swatow prototypes of the Runnymede Barons, bringing forceful suspicion to bear upon the local representatives of her

Peking Majesty to make them give them their rights. Their offences, or crimes if you like, were "incidental to and formed a part of political disturbances", of which, we submit, there was sufficient evidence.

That the man immediately concerned was a common, thieving, murdering rascal we find it difficult to believe. Who would find the money for the defence of such an one? On the whole, however inexpedient it would seem to protect such people, we are inclined to think that he was entitled to the sanctuary offered his class by the spirit and intention of our law as it relates to extradition.

One other point occurs to us, with which we have omitted to deal. His Worship

appropriately quotes, *vis à vis* the suggestion that application for rendition was based upon a charge not *bona fide*, Lord RUSSELL, Chief Justice, who in *re AERON* said:

"It has been pointed out by myself and my learned brothers during the argument that this is in itself a very grave and very serious state-

ment to put forward—and one which ought not to be put forward except upon very strong grounds; it conveys a reflection of the gravest

possible kind not only upon the motive and actions of the responsible government but also implied upon the judicial authorities of a neighbouring and friendly power. Is it open to us at all to consider such a suggestion? In my judgment it is not and I have already stated the grounds for my opinion. The question bears upon the political aspect of the extradition and it must be determined upon a consideration of matters into which this court is not competent and has no authority to enter. Such considerations, if they exist at all must be addressed to the executive of the country and ought not to enter into the judicial consideration of the question which in this case turns solely upon the construction of the extradition act and the treaty."

That may be law, but it certainly is not commonsense. We can admit that such a suggestion should not be made without reasonable grounds, but for the rest, Lord RUSSELL betrayed a singular lack of ordinary human "savvy." It is not a reflection of the "gravest possible kind." None but an uncommonly scrupulous man is going to be aghast at Russia or China if, in their anxiety to get hold of some serious political offender, they adopt some such machiavellian method of getting round the, to them, inexplicable squeamishness of the British where a political offender's fate is concerned. We are not shocked by it, but as commonsense individuals we would keep our eyes open for it, and see to it carefully that our ideas of justice are not so circumscribed. In the case of China, as we intimated in opening, we have no shyness about reflecting "impliedly upon the judicial authorities of a neighbouring and friendly power," which seems so shocking a thing to Lord RUSSELL. Lord RUSSELL does not know as much of the Chinese judicial authorities as we do, and we ought to be guided by our local knowledge, and not by the gentlemanly qualities of that eminent jurist. It is not only "open" to us to consider such a suggestion, but our duty to take it up and honestly consider its probability. Lord RUSSELL considered the Court incompetent to review the political aspect of extradition," yet he allowed it to consider etiquette like that. His concern for the respect to the neighbouring Power and its judiciary was political. What else? He seems to us decidedly inconsistent in referring one political aspect to "the executive of the country," and then consenting to consider another, of less material importance. Still, if he as Chief Justice was obliged to confine his attention to "the construction of the extradition act and the treaty," we respectfully submit that Mr. HAZELAND as Magistrate was not. As a matter of fact, His Worship did look into the suggestion, and his citation of Lord RUSSELL's scruples was quite expletive, for he decided that there was nothing in the evidence to support the assertion that the prisoner was wanted for a political offence. Assuming the correctness of that finding, His Worship's decision was absolutely correct, but with that finding we beg deferentially to disagree.

To-day (Saturday) is the Paris New Year's Day, commencing 1277 Anno Yazidjird.

The Y.M.C.A. Bulletin has made its first appearance for the beginning winter season.

Sportmen report that not for many years has the snipe shooting been better than it is this year.

The Volunteer Parade Concert arranged for to-night has been postponed on account of the threatening weather till next Saturday night.

It is understood that the defendant in the extradition case reported yesterday will appeal to the Supreme Court against the decision of Mr. HAZELAND.

Pollard's Lilliputian Opera Company is having a very successful tour and the various Australian press notices refer in highly complimentary terms to the performances of the little folks. They will visit Hongkong shortly.

Travellers in the New Territory will appreciate the innovation that is just being made. Finger posts, with the directions in English and Chinese are being erected at various cross roads and junctions.

By kind permission of Lieut.-Col. W. Scott Moncrieff and Officers, the Band of the Third Battalion "The Duke of Cambridge's Own" (Middlesex Regiment) will play the following programme of music during dinner at the Hongkong Hotel, this (Saturday) evening:—

Overture..... "Sonnerie à la Chambre"..... Suppé

Valo..... "Fleur du Printemps"..... Bouquet

Selection..... "An Artist's Model"..... Jouet

(5) Lied..... "Morgan Stanley"..... Schubert

(5) Song..... "Fetter of Gold"..... Hutchison

Selection..... "Tom Jones"..... Garman

Serenade..... "Rococo"..... Helmhund

Dinner..... "Hors-d'oeuvre"..... Carriere and

Olivier Crozier..... Song..... Mock Turtle Soup

Fish..... Boiled Fish and Egg Sauce

Entrees..... Pigeon Farce and Green Peas

Stewed Sweetbread and

Mushrooms

Chicken Liver and Ham Patties

Curry..... Steahob Curry

Joints..... Roast Lamb and Mint Sauce

Roast Capon and Sausage

Boiled Corned Ox Tongue and Carrots

Cold Bologna Sausage and Mixed Salad

Sweet and Savory

Tea and Coffee

Dessert..... Apple Dumplings

Topsy Turvy

Cream Biscuits

Dessert-Coffee-fruit

In the ruins caused by explosions in the expensive siege operations now proceeding at Chatham some wag put up a kind of Intermission notice, which states:

Built by Convicts, 1904.

Destroyed by Lumbos, 1907!

John Chinaman has been the first, written the *Rangoon Gazette*, to introduce insolvency in the Chin Hills, where a Chinaman has been declared insolvent in the Falan district court. The liabilities are small, under Rs. 501, and except claims by three Indian shopkeepers and a swearer are all due to a Chinese carpenter. It may be as well for the peace of the locality that there are no Chin creditors.

As a typical specimen of Indo-Anglian literature, the following is worth quoting.—Honoured Sir,—Having been amputated from my family for some years, and as I have complaints of the abdomen coupled with great conglomeration of the intestines and prostration of all desire for work, with also the disgorging of my dinner, I hope your highness will excuse my attending orderly room for ten or nine more days, and in duly bound shall ever pray for the salubrity of your tower and the enlargement of your family.

"Tamil Self-Taught" is a title not likely to sell many copies in Hongkong, and the task of reviewing that work by Don M. de Zilva Wickramasinghe (London: E. Marlborough & Co.) presented obvious difficulties. However, a Tamil-speaking gentleman was eventually unearthed, and he declares that the book is very well arranged for the purpose, the dictation defined and pure, and the general information accurate. Any civil servant who expects to go south, and wishes to learn Tamil, should invest in a copy.

Mr. J. H. Miller, of Sault Ste. Marie, Ontario, has discovered, what is believed to be the richest nickel deposit in Canada, near Worthington, in Northern Ontario. The vein is reported to be a hundred feet wide, and to contain almost pure metal. The Standard Oil capitalists, who control the nickel fields in Canada, are endeavouring to purchase the new ground.

In America the oath is gradually going out of fashion. Transatlantic passengers are now allowed to substitute an affirmation for the oath, before the Customs officers, and at Washington, the Government clerks are no longer compelled to swear to their expense account. They can travel at Uncle Sam's cost with elastic purse-string and then certify their account "upon their honour." It is estimated that the Government by substituting the affirmation for the oath will save a large sum in notary fees, and possibly some perjury.

We (the Pinang Gazette) hear that in order to

better regulate the traffic twelve special Chinese constables are to be engaged. They will be required to have a knowledge of Malay, although they are principally intended to deal with Chinese jinrikisha-pullers and Chinese cart men who do not understand any other language but their own, and in consequence often get into trouble with Malay and Indian constables for not obeying orders. The uniform of the new constables, owing to their nationality, will be of a somewhat different pattern from that worn by the other native Police.

In Tonkin, the Government offers prizes to

planters to encourage certain lines of cultivation. The Chamber of Agriculture there has asked the Government to go a step further, and organise a system of advances to planters. It is pointed out that circumstances arise in which planters, without any fault of their own, run short of funds in hard times, and have to turn to money-lenders who exact the very utmost from them to their ruin very often. The *Avenir du Tonkin* urges the Government to settle the difficulty, which is the main hindrance to the development of planting enterprise in the Colony.

The Secretary of the Standard Oil Company of New Jersey denies the statement that it is

the intention of the company to provide for the payment of any dues by raising the price of oil.

It is also denied that the estimate made by a

Government official that the company in 24 years has made a profit of \$749,000,000 dollars is based on accurate information. The earnings of the organisation, its officials declare, have never been made public, and the assertion made by the Government Commissioner, Mr. Garfield, can be merely guesswork. The Standard Oil Company, by the way, is being vigorously proceeded against in Kansas, where fifty questions have been filed by the Attorney-General as to the connection of the Standard Oil with the Prairie Oil and Gas Company.

There are in the report on the Customs administration of Ceylon some interesting references to the prevailing craze for dressing native children in a quasi-European fashion.

The report says:—The native infant population in practically all the towns of Ceylon are now clothed in what is supposed to be European fashion.

It is a common sight on a festive day to see a crowd of native men and women wearing the simple and picturesque dress that

## SUPREME COURT.

Friday, September 13th.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

## LI CHI-CHIN'S APPEAL.

The matter of Li Chi-chin was again mentioned. It will be remembered that his Lordship held this defendant to be a partner in the Tak Li Lung firm, and as such 26 judgments were entered against him, and on the application of his solicitor, Mr. J. H. Gardiner (of Messrs. Bruton and Hett), execution stayed pending appeal.

Mr. F. X. d'Almeida e Castro, who appeared for some of the plaintiffs, informed his Lordship that security had been submitted to the Registrar, and he was considering it.

Mr. R. A. Harding, also representing a number of plaintiffs, asked that the security be put up in cash, not in guarantees. He understood the defendant had effected a sale of certain property this week, and had the proceeds.

His Lordship—That is a question to go and argue with the Registrar.

Mr. Almada—Will your Lordship fix a time for the Registrar to get the security?

His Lordship—I can't fix a time for the Registrar to make up his mind. You'd better go and see him, and bring the matter up in Chambers. There are two more cases to-day I see.

Mr. R. A. Harding—Yes, my Lord, and I appear for the plaintiffs.

The amount these two plaintiffs sought to recover was \$1,000.62. Both proved their claims, and judgment was entered for each with costs, and as in the other cases, execution stayed pending the appeal.

Mr. Gardiner informed his Lordship that security would be given to cover these two cases.

His Lordship—Let's go into original now.

## IN ORIGINAL JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

## BROTHERS IN COURT.

Li Po-lung sued Li Pak to recover the sum of \$10,587.26, being money paid by plaintiff for defendant at his request, and interest thereon at the rate of 10 per cent. per annum. In this case, and in the succeeding two, Hon. Dr. Ho Kai, instructed by Mr. J. H. Gardiner (of Messrs. Bruton and Hett) appeared for the plaintiff, the defendants being absent and without representatives.

Li Po-lung stated that on January 17th, 1905, his brother borrowed the amount claimed from the Bank of Taiwan, and he became surety. The money had not been repaid.

His Lordship gave judgment and costs for the plaintiff.

In the second action Li Po-lung claimed from the Luk Yung Wo Kee Bank and Li Kee-tong the sum of \$21,353.45 due on a bill of exchange which plaintiff paid on behalf of the defendant. On plaintiff swearing that none of this amount had been repaid, his Lordship gave judgment and costs for him.

In a third action against the Luk Qeng Wo Kee and Li Pak, plaintiff deposed to paying an amount of \$23,181.54 at the request of his brother. This amount was still due and owing.

His Lordship entered judgment and costs for plaintiff.

## LOCAL SPORT.

## LAWN BOWLS.

The representatives of the Thistle and the Shamrock will try conclusions on the Police Club this afternoon for silver spoons.

## FOOTBALL.

The Annual Meeting of the Y.M.C.A. Football Club was held this week when the following officers for the ensuing season were elected:—Hon. President, Mr. W. D. Braithwaite; President, Mr. J. L. McPherson; Secretary, Mr. R. C. Barlow; Treasurer, Mr. T. G. Turnbull; Captain, Mr. A. Hamilton; Vice-Captain, Mr. A. Piercy; Committee: The Captain, Vice-Captain, Messrs. Bishop, McCubbin and Raven.

## LAWN TENNIS.

The First Pound in the Double Handicap in the lawn tennis tournament promoted by the Craignow Cricket Club resulted as follows:

A. E. Asger and L. A. Rose, a bye; S. E. Green and L. E. Lammert, a bye; G. Evans and W. A. Brand beat A. O. Brown and M. A. Bazzack, 6/2, 8/6; R. Bass and L. Vincent beat J. Toppin and R. B. Cooper, 6/1, 4/6, 6/2; L. d'Almada and F. Loureiro scratched to F. and H. Rapp; J. D. Kinnaird and F. Crawford beat E. Irving and C. H. Lyon, 6/2, 6/1; R. Pestonji and F. Drude, a bye; J. Pestonji and R. W. Pearson, a bye.

The Second Round resulted: Asger and Rose beat Green and Lammert, 2/6, 6/0, 6/3; Bass and Vincent beat Evans and Brandt, 6/3, 4/6, 6/2; F. and H. Rapp beat Kinnaird and Crawford, 6/0, 1/3, 6/4; Pestonji and Pearson beat R. Pestonji and F. Drude, 6/2, 6/0.

The Third Round resulted: Bass and Vincent beat Asger and Rose 5/7, 8/6, 6/0; Pestonji and Pearson scratched to F. and H. Rapp.

The Final ended: Bass and Vincent best F. and H. Rapp, 6/4, 1/6, 4/6, 6/4, 8/6.

## CRICKET.

Net practice will commence at the Craignow C.C. on Monday next.

How to BE BEAUTIFUL—Keep your complexion, Mrs. Ellen's Crème Charnante, Latit Charmant and Special Skin Tonic and Powder Charnante will enable you to do it. Her specialities for the skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## FUNNELS AND FLAGS.

The American Consulate General received the following Typhoon warning from the Manila Observatory at 9:45 a.m. yesterday:—"September 13, 1907. 3:30 a.m. typhoon crossed South Guam last night."

Captain Bandai of the s.s. *Titanus* reports having encountered a typhoon shortly after leaving Kuchinoera. The taffrail of his steamer were carried away, and one of her lifeboats was damaged, but otherwise the vessel arrived in port sound.

The typhoon squalls, so well known to residents in the East, occurred frequently yesterday, and the signals hoisted denoted that a typhoon was within 300 miles of the Colony. The Chinese drift took early opportunity to get into the refuge, and the harbour had that deserted appearance common to it when "the breath of the mad typhoon" is not far distant. The *sailor*, which arrived in port early in the afternoon from Manila, reported bad weather and a heavy sea throughout. The waves, according to the report furnished the Harbour Office, were breaking over Waglan Lighthouse. The fringe of a typhoon must have struck the Colony about 9 p.m., for a violent wind and sea arose, and the *Frigate* was so impossible that the electric cars were stopped soon after. The Star Ferry boats were also stopped at a comparatively early hour. The last launch being unable to make Kowloon had to run for shelter. Beyond the capsizing of a few rishas, a number of headlands down town and the smashing off of tree branches, we hear of no damage at the hour of going to press.

Before Commander Basil Taylor, Marine Magistrate, at the Harbour Office yesterday, Constable Dawne prosecuted the masters of three cargo boats for "unlawfully lying along side the steam launch *Lee Chow* in such a manner as to prevent the free access of other vessels to the southern fairway. The defendants pleaded not guilty, remarking that they did not know the harbour regulations, and were told by those aboard the *Lee Chow* to go alongside. Prosecutor informed his Worship that the Macao steamer *Sui Tai* was leaving the harbour while defendants' cargo boats were taking in cargo from the launch. She had not room to go, and had to slow down. The defendants were fined \$5 apiece, the alternative being fourteen days' imprisonment.

As Admiral Lord Charles Beresford stepped on the landing-stage at Liverpool at the beginning of August to pay his official visit a very old man slipped through the cordon of police and stood before him. "Lord Charles" he cried, and held out his hand. The Admiral stopped, looked closely at the excited old man, and at the four medals on his breast. "Is that you, White?" he said. "Yes sir," answered the old man, "it is I, sir." Lord Charles laid a hand on the man's shoulder and shook hands with him. "And what was the ship we were on then?" "The *Sailor*, in the Pacific, sir." "Wait till I come back, and have dinner with me," the Admiral said, and passed on.

A Malay named Mohammed Noor, a native of Sambas, arrived at Singapore from Christmas Island recently by the *Islander*. This man has been shipwrecked off the coast of Borneo and has undergone some terrible experiences. He gave a representative of the *Free Press* details of his adventures. He was the master and owner of a large prahu, of sixteen koyangs, and left Sambas for Sarawak in his vessel with six other Malays. Kuching was reached in safety and the vessel was loaded up with a cargo of rice and paddle. The prahu then made Pulau Sarasor; but when twenty-four hours out from Kuching a squall suddenly struck her. The prahu capsized immediately and the mast was carried away. One man was killed by the falling mast and another was drowned, being drawn down by the sinking prahu. Mohammed Noor clung to a piece of wreckage, and he saw four of the others hanging on to the mast. The men on the mast drifted away and the master lost sight of them. He says that he clung to a plank and drifted about at the mercy of the sea for ten days. He had nothing to eat except a few fish, "ikan merah," which he caught with his hands and devoured alive. One day the smoke of a steamer was seen in the distance. When he was in a state of despair, a steamer picked him up and took him to Christmas Island, and from there he was sent on to Singapore. "God helped me," he said, "and spared my life."

He will return to his home as soon as possible. It is probable that the authorities will send him back. Mohamed Noor cannot say what happened to the four men that he saw clinging to the mast. He was not injured in any way with the exception of a few cuts on his hands caused at the time of the accident. He says that from being so long in the sea, his skin peeled off. He was not attacked by fishes. The man looks very well considering all he has been through.

## NAVAL NOTES.

The cost of marking dirty boxes, &c., is not to be charged against men entered since March 31st, 1907, who are entitled to the issue of a free kit.

A new crew for the "Powerful," flagship of Vice-Admiral Sir Wilmot H. Fawcett, Commander-in-Chief of the Australian station, was to leave England early this month.

It is directed that in the case of the bands of port admirals, Royal Naval Barracks, and gunnery schools, music to the value of £3 will be supplied by the School of Music annually on demand at the expiration of three years from the date of original issue.

An Admiralty order has been circulated to the effect that officers appointed for surveying duties in a ship commissioning or recommissioning at home, or for service abroad, are to draw the surveying pay attaching to each appointment, from the date of joining the ship. The pay of certain officers affected by the new rule will be adjusted accordingly.

With reference to the revised allowances of torpedo destroyers and torpedo-boats in commission with nucleus crews, the proposals received from the different ports as to the allowances of consumable naval stores for these vessels, have been approved by the Admiralty, and will be embodied in the establishment for vessels with reduced crews now in course of preparation.

The "Royal Sovereign," battleship, of the Devonport Reserve Division of the Home Fleet, together with the other "special service ships" in the Devonport division of the home fleet, was recently stripped of all mess-trap, and reserve provisions on board were returned to store. It is thought that she may be employed on transport service.

## THE DESTRUCTION OF HAKODATE.

From a Yokohama lady, who arrived at Hakodate on the morning after the fire, the following description is given to the *Japan Gazette* of the scene when they approached Hakodate on board the N.Y.K. s.s. *Suruga Maru*:

"On reaching the deck we saw what seemed to be very big fires in the lower part of the town. No one seemed to know exactly how big it was or how long it had been burning. Presently a sampan came alongside, and from the sea we learned that most of the town had been destroyed. It had started about nine the night before and, owing to the strong wind, had spread rapidly. The sampan was soon crowded alongside the little wharf near the station at Hakodate.

"We landed and walked through streets and streets of ruins. On all sides there were houses burning, and here and there smouldering heaps. As we went along we met carts coming loaded with furniture that had been saved. In some carts drawn by horses whole families were sitting on top of what alone remained of their homes. Clocks, talumi, screens, gates al mixed in among timbers and kimono.

"We left what had once been the hill of Hakodate, and turned into the forest that lies on the slope of the hill at the back. Here we saw people completely exhausted stretched out asleep, among smouldering tree-trunks and debris, while others were hurrying to find their effects before going down into the ruined town.

"On reaching the residence of Mr. E. J. King, which adjoins the U.S. Consulate at the summit of the hill we found everything in confusion. Families were camped out in the garden, on the verandah and all around the house. Both this house and the Consulate seemed to have escaped with very little damage—if any.

"From the verandah we were able to overlook the town, and a fresh outbreak of fire, which no one seemed disposed to extinguish. A godown full of kerosene oil in one part of the town blazed up and all night long terrific explosions followed as the oil caught fire in different places. In another part the contents of a coal godown flamed up in fury fury.

"It was impossible for us to remain in Hakodate, even had we so desired, for every corner of shelter was required by the refugees, and debts were raised as to the sufficiency of the food supply. When we left, Mr. King, agent for Mr. Linlin, was endeavouring to trace all the foreigners in the town to offer them what shelter and comfort he could, being ably seconded in his efforts by Consul Miller, who happened to be in Hakodate at the time. Of other Yekohama residents Mr. and Mrs. Bagnall were also in the place, but instead of returning to Yekohama they proceeded on the tour through the island to Sapporo and Otaru they had originally planned.

"We left the house at about five o'clock p.m., carrying our luggage between us, and walked down to the wharf through scenes of desolation in some of which lay the scorched remains of animals. We passed the corner where the Hospital once stood, and among the ruins saw not only skeletons but also burnt charred human bodies. After walking for about an hour we reached the part of the town where the fire originated and finally reached the little wharf where we had landed that morning. When at last we got on board the S.S. *Stringam*, which was to take us back to Amori, we found almost everyone had been ashore all day. It was an awful yet magnificent sight to watch a whole town in flames, blazing sheer to the water front: the sky was illuminated, and the gleaming reflection in the water was wonderful. When we left Hakodate at 3 p.m. on Tuesday morning the town was still burning, a pall of smoke hovering above the town.

## THE ANTI-OPIUM MOVEMENT.

The Times remarks that it was, of course, essential for the Chinese to give practical proof of the sincerity of their intentions in order to obtain the consent of the Indian Government to restrict, with a view eventually to excluding, the volume of imported opium. A statement by Mr. Morley a few weeks ago showed that this consent has been given, and that the export from India will be steadily diminished during the next few years. Whether the trade will be finally suppressed is to depend on the manner in which the anti-opium campaign is continued in China. This concession represents a considerable sacrifice, both to the farmers in India and to the Government, and it is made from a spirit of friendship to the Chinese and from a sincere desire to assist in relieving the nation from the incubus of a pernicious and demoralising vice. That the final extinction of the Indian opium trade is to depend on the reality of the campaign against the vice in China is a wise provision. It will, we hope, tend to prevent any relaxation of effort. How far the movement against the vice will be effectively carried out is still a matter of doubt. As yet only the very first steps have been taken. The closing of the opium dens of itself, will not do much to extinguish the use of the drug. In the regulations issued by the Peking Government it is decreed that the land sown with the poppy is to be registered and reduced in area each year; that all smokers under sixty years of age must be licensed and must steadily diminish the quantity consumed; and that all shops selling opium are also to be registered and gradually reduced in number. As yet little or no attempt has been made to carry out these provisions, and their execution presents difficulties that might well baffle the most efficient administrators. It would be idle to pretend that efficiency is a characteristic of the official class in China. Many, perhaps a majority, are notoriously lax and corrupt in the discharge of their functions. And as the administrative system of the Empire is remarkably lacking in cohesion and effective organisation it is seldom that the Government at Peking can enforce its will in the provinces. It is probable, therefore, that the spirit in which the opium regulations are observed will be somewhat arbitrary fashion. It should be remembered, however, that the Japanese have hardly yet had time to establish effective control over the country, and that much of their administration is in the hands of local officials. This, in fact, is the case at present. Reports from various parts of China show that in many places nothing has been done to commence the campaign against opium. In one city the regulations are posted up and are read with indifferent curiosity. Elsewhere even this step has not been taken. It must also be remembered that China is a land where superficial appearances are often deceptive—where there is often a farce difference between promise and performance. The encouraging feature of the situation is that in many places popular feeling appears strongly in favour of the eradication of the opium vice, and that the leaders in this tendency are the students who will be the future leaders of the nation. The suppression would be a tremendous achievement, and if accomplished, would supply a remarkable testimony to the character of the race. The experiment should be closely watched, for the success that attends it should demonstrate the capacity of the Chinese for national reorganisation.

With reference to the revised allowances of torpedo destroyers and torpedo-boats in commission with nucleus crews, the proposals received from the different ports as to the allowances of consumable naval stores for these vessels, have been approved by the Admiralty, and will be embodied in the establishment for vessels with reduced crews now in course of preparation.

The "Royal Sovereign," battleship, of the Devonport Reserve Division of the Home Fleet, together with the other "special service ships" in the Devonport division of the home fleet, was recently stripped of all mess-trap, and reserve provisions on board were returned to store. It is thought that she may be employed on transport service.

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## CROWN AGENTS.

## CEYLON'S CRITICISM OF HONGKONG MERCHANTS' ATTITUDE.

Hongkong refuses to join hands with the Chamber of Commerce in the matter of reforming the Crown Agents system, and under the circumstance it is not easy to see what further action can be taken at present.

A more remarkable letter than that from the Hongkong Chamber of Commerce we have rarely seen, says the *Times of Ceylon*, dealing editorially with the Crown Agents system, and the entire absence of supporting facts or arguments renders it impudent to attack. Hongkong, because we are bound to believe that the Chamber of Commerce reflects the general view of the business community, is satisfied with the Crown Agents system, which will probably give inefficiency and extravagance a fresh lease of life. Singapore is very different to Hongkong. It is wiser to do the job of the Crown Agents, and like Ceylon, ask for wholesale reform of an antiquated system.

One contemporary reproduces a Singapore view of the question, and proceeds:—

"The fear of robbery in the supply of com-modities and materials to the public department is held by a good many people; but there could be no real danger if the Crown Agents were admitted to open competition with local firms. The principle for which Ceylon is fighting is the same in the case of the Crown Agents, the Consulting Engineers, and the Colonial Office itself. We want recognition of the fact that we have developed tremendously, and that the awarding of contracts which served a useful purpose though in the years gone by are a ridiculous list of alleged 'howlers.'

"The young horses have long legs, so that it might keep up to its mother when wild lions like the lion and the tiger are after them to devour them."

Now, the person who discovered that regarded as it a howler and nothing more. His attitude towards it was that of Wordsworth'sumpkin to the primrose. He even tackled on to it a smear at the result of modern educational methods. What a myopic view to take of it! To the child who evolved that hypothesis, we do not want sharper curves and greater gradients than in the original trace, because we know from our own sad experience that this is a bad policy.

"It was impossible for us to remain in Hakodate, even had we so desired, for the reasons of

discontent and dissatisfaction of the public.

"The young horse has long legs, so that it might keep up to its mother when wild lions like the lion and the tiger are after them to devour them."

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## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS LTD., and special business matters to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be discontinued unless countermanded.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS, Codes: A.B.C., 5th Ed.

Lieben's

P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

## NOTICE.

**T**HIS GRAND PROMENADE CONCERT announced to take place this evening on the Volunteer Parade Ground has been POSTPONED to the 25th inst., owing to the threatening typhoon.

Hongkong, 14th September, 1907. 1503

THE CHINA AND JAPAN TELEPHONE AND ELECTRIC CO., LTD.

## NOTICE.

**O**WING to an Accident to a Cable, Communication is severed with Kowloon and all Stations East of the Naval Yard.

Communication will probably be re-established to-day.

Hongkong, 14th September, 1907. 1504

## TO LET.

**S**TORAGE ACCOMMODATION for non-hazardous goods in the China Navigation Company's spacious godowns, situated on the Praey West.

For terms, apply to

BUTTERFIELD & SWIRE, Agents.

CHINA NAVIGATION CO., LTD.

Hongkong, 14th September, 1907. 1505

## PARTICULARS AND CONDITIONS OF SALE

**V**ALUABLE LANDED PROPERTY Situate at Canton, in the Empire of China, To be Sold by Order of the Liquidator of THE CANTON & HONGKONG ICE AND COAL STORAGE CO. LTD.

IN ONE LOT BY PUBLIC AUCTION

ON THURSDAY, the 26th September, 1907, at 3 o'clock in the afternoon at The Sun Life Building, Shamian, Canton, aforesaid

BY GEO. P. LAMMERT, Auctioneer.

The Property comprises:- All that piece or parcel of ground situate at Ha Kok Fau at the entrance of Sai Ho in the Front Head, Canton, in the Empire of China, near the Hongkong, Canton and Macao Steamship Co.'s Wharf at Canton.

Total area, 50.40 chang, or 6,714 square feet or thereabouts.

Further Particulars, Plans and Conditions of Sale may be obtained from

Messrs. GOLDRING & BARLOW, 16, Queen's Road Central, Hongkong, Vendor's Solicitors, and at

SUN LIFE BUILDING, Canton, or from Mr. GEO. P. LAMMERT, Auctioneer.

Hongkong, 14th September, 1907. 1506

## PUBLIC AUCTION

**M**R. GEO. P. LAMMERT has received instructions from the Mortgagors to sell by Public Auction,

ON FRIDAY, the 27th inst., at 3 p.m. at his SALES ROOMS, Duddell Street.

THE FOLLOWING

**V**ALUABLE LEASEHOLD PROPERTY Situate at Victoria, in the Colony of Hongkong, namely:-

All that piece or parcel of ground situate at Victoria, aforesaid registered in the Land Office as Section "B" of Inland Lot No. 454; area, 6240.05 square feet or thereabouts; Term, 399 years; annual Crown rent, \$95.14/- together with all the old building materials of the houses formerly known as Nos. 238, 240, 242, 244, 246 and 248 QUEEN'S ROAD WEST, Victoria, aforesaid as they are on the said piece of ground.

For further Particulars and Conditions of Sale, apply to

S. W. TSO, Solicitor for the Mortgagors, or to GEO. P. LAMMERT, Auctioneer.

Hongkong, 14th September, 1907. 1507

## JAVA-CHINA-JAPAN LIJN.

FOR SAMARANG, & SOERABAIA. Taking cargo to all ports in Netherlands Indies on through Bill of Lading.

## THE Steamship

"TULATJAP,"

Captain van Fijnevoord, will be despatched for the above Ports on or about 26th September.

For information as to Freight and Passage, apply to

Head Agent of the JAVA-CHINA-JAPAN LIJN, York Buildings, 1st Floor, Hongkong, 14th September, 1907. 1508

## "INDRA" LINE LIMITED

## NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

## THE Company's Steamship

"INDRASAMHA"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risks into the Hongkong and Kowloon Wharf and Godown Company's hazardous

and/or extra hazardous Godows, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 19th inst., at 4 p.m. will be subject to reut.

No Fire Insurance has been effected by us in any case whatever.

All damaged packages must be left in the Godowns, and certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before NOON, To-day.

JARDINE, MATHESON & CO. LTD.

Agents.

Hongkong, 13th September, 1907. 1509

## NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAIMUN."

Captain A. J. Robinson, will be despatched for the above Ports on MONDAY, the 18th inst., at NOON.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & CO., General Managers.

Hongkong, 13th September, 1907. 1501

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"BORNEO,"

FROM ANWERP, LONDON, MALTA, PORTSAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at THE RIVER in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the goods are landed.

Optional goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 18th inst., at 4 p.m. will be subject to reut.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claim will be admitted after the goods have left the Godowns.

E. A. HEWEIT, Superintendent.

Hongkong, 13th September, 1907. 1502

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THE GRAND PROMENADE CONCERT announced to take place this evening on the Volunteer Parade Ground has been POSTPONED to the 25th inst., owing to the threatening typhoon.

Hongkong, 14th September, 1907. 1503

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Hongkong, 14th September, 1907. 1505

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IN ONE LOT BY PUBLIC AUCTION

ON THURSDAY,

the 26th September, 1907, at 3 o'clock in the afternoon at The Sun Life Building,

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Hongkong, 14th September, 1907. 1506

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ON FRIDAY, the 27th inst., at 3 p.m. at his SALES ROOMS, Duddell Street.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY Situate at Victoria, in the Colony of Hongkong, namely:-

All that piece or parcel of ground situate at Victoria, aforesaid registered in the Land Office as Section "B" of Inland Lot No. 454; area, 6240.05 square feet or thereabouts; Term, 399 years; annual Crown rent, \$95.14/- together with all the old building materials of the houses formerly known as Nos. 238, 240, 242, 244, 246 and 248 QUEEN'S ROAD WEST, Victoria, aforesaid as they are on the said piece of ground.

For further Particulars and Conditions of Sale, apply to

S. W. TSO, Solicitor for the Mortgagors, or to GEO. P. LAMMERT, Auctioneer.

Hongkong, 14th September, 1907. 1507

## NOTICE.

THE ORDINARY GENERAL MEETING of Shareholders of the above Company will be held at the Office of the General Manager THIS DAY (SATURDAY), 14th September, at 12.30 p.m., for the purpose of receiving the Report of the Consultant Committee and Statement of Accounts to 31st July, 1907.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 14th September, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Managers.

Hongkong, 14th September, 1907. 1508

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All that piece or parcel of ground situate at Victoria, aforesaid registered in the Land Office as Section No. 1 of SECTION "A" OF INLAND LOT No. 103. Together with the messuage and erections thereon known as Nos. 267 and 269, Queen's Road Central, Term, 399 years.

For further particulars and conditions of Sale apply to

Messrs. JOHNSON, STOKES & MASTER, Solicitors for the Mortgagors,

or to

Messrs. HUGHES & HOUGH, Auctioneers.

Hongkong, 13th September, 1907. 1509

## NOTICE.

THE TWELFTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES of THE HONGKONG CLUB, will be held at the Hongkong Club, at 11 o'clock A.M., on THURSDAY, the 19th September, 1907.

Bearers of Debentures are invited to attend the Drawing.

By Order.

C. H. GRACE, Secretary.

Hongkong, 10th September, 1907. 1510

## YUET HAN RAILWAY CO. LTD.

TENDERS are invited for the SUPPLY of 50,000 (Fifty Thousand) AUSTRIAN HARD WOOD SLEEPERS composed of

MURRAY RED GUM

RED MAHOGANY

# Don't Worry About That Bald Spot

Don't Worry About that Bald Spot if the scalp is smooth and shiny the baldness has come to stay. Better direct your apprehension toward the hairs immediately surrounding the spot, for they will be the first to go, unless you kill the dandruff germs and keep it out of the scalp with NEWBRO'S HERPICIDE.

The time to save your hair is while you have hair to save. Extraordinary results sometimes follow the continued use of NEWBRO'S HERPICIDE.

Doctor Waterhouse, a well known physician of Iowa, and a member of the firm of Dyer & Waterhouse, advised the Rev. R. N. Toms, Pastor of the First Presbyterian Church at Charter Oak, Iowa, to use NEWBRO'S HERPICIDE, read his letter about it:

Messrs. Dyer & Waterhouse, Druggists, Charter Oak, Iowa.

Gentlemen:—The Herpicide you recommended to me for use as a remedy for dandruff and baldness has proved a great success. I have used only one bottle and the result is surprising. The scalp has been thoroughly cleansed from dandruff, the old hair has softened and strengthened; while short, soft hair has already appeared in the bald spot; and I have been greatly relieved from headache. I most earnestly recommend all afflicted, as I have been, to try NEWBRO'S HERPICIDE.

(Signed) REV. R. N. TOMS,

Pastor First Presbyterian Church,  
Charter Oak, Iowa.

At Drug Stores send 10 cents in stamps to THE HERPICIDE CO., Dept. N., Detroit, Mich., for a Sample.

A. S. WATSON & CO.,  
SPECIAL AGENTS.

87-1

DR. M. H. CHAUN.

THE latest Method of the AMERICAN SYSTEM of DENTISTRY.  
33, QUEEN'S ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 17th April, 1907. 1444.

S I E N T I N G.

S U R G E O N D E N T I S T .  
No. 10, D'AGUILAR STREET

TERMS. VERY MODERATE.  
Consultation Free.  
Hongkong, 21st September, 1905. 461

## EXCURSION TO MACAO.

THE Fast and Splendid Steamer of the COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT

"PAUL BEAU"

will leave Hongkong on SUNDAY, 15th instant (weather permitting) at 9 A.M., and return to Macao at 5.30 P.M. the same day.

The Steamer will be berthed at the Company's Wharf, both here and at Macao. Passages can be booked at the Office of the Underwriter until 5 P.M. on SATURDAY, the 14th, or on Board on day of sailing. For Further Particulars, please apply to—

BARRETTO & CO., Agents.

Hongkong, 12th September, 1907. 1492

When buying Lime Juice Buy the Best.

The Best is

# "Montserrat" Lime Juice.

"MONTSETRAT" is prepared from cultivated limes, and is always fresh and pleasant to the taste. Mixed with plain or aerated water, it makes a cooling, refreshing, healthful drink.

Try a dash of "Montserrat" in your whisky and soda.

There are two kinds—

Unsweetened, i.e., Plain Lime Juice, Sweetened, i.e., Lime Juice Cordial.

Agents—A. S. WATSON & CO., Ltd., Hong-Kong.

By Royal  
Warrant to

His Majesty  
The King.

# BOVRIL

is an excellent tonic, bracing the system when everything else fails.

Try a little milk in your hot Bovril.

## A SAFE REMEDY FOR ALL

### SKIN AND BLOOD DISEASES

If you suffer from any disease due to an impure state of the Blood, from whatever cause arising, you should test the value of Clarke's Blood Mixture, the world-famed Blood Purifier and Restorer. This medicine has 40 years' reputation, and is to-day more popular than ever, the reason being that it is wonderful because this wonderful remedy does what it promises to do—it cures SKIN AND BLOOD DISEASES PERMANENTLY.

## Clarke's Blood Mixture

IN THE FINEST BLOOD PURIFIER

### EVER DISCOVERED.

It is warranted to cleanse the blood from all impurities, from whatever cause arising. For BOROFUL, BAD LEGS, SCOURVY, SPOTS, DISEASES, BLACKHEADS, DISEASES, ULCEARS, SKIN AND BLOOD DISEASES, and SORES OF ALL KINDS.

It is a safe and Permanent Remedy. It is the only real specific for Gout and Rheumatic Pains, for it removes the cause from the Blood and Bones.

NOTE. This mixture is pleasant to the taste, and warrantable free from anything injurious to the most delicate constitution of either sex, from infancy to old age, and the Proprietor solicits sufferers to give it a trial to test its value.

Thousands of wonderful cures have been effected by it.

TRYED MANY THINGS WITHOUT BENEFIT, UNTIL I TOOK CLARKE'S BLOOD MIXTURE.

Mr. F. E. Lewis, 48 Bridge Street, New Chester writes:—"Just a line in favour of Clarke's Blood Mixture. I had eczema for seven months, and tried many things without benefit until I took your remedy. After the eighth bottle I was quite well again. Please accept this letter as a token of gratitude to you who invented Clarke's Blood Mixture."—June 31, 1903.

Sold by all Chemists and Patent Medicine Vendors throughout the World.

ASK FOR

### CLARKE'S BLOOD MIXTURE

and beware of worthless imitations and substitutes.

[57]

**CHARLES DAY & CO., LONDON.**  
ARE THE SOLE EXPORT BOTTLING AGENTS  
FOR

### JOHN JAMESON & SON'S WHISKEY.

And on each Label must be found the following Notice and Signature.

In order that Consumers may feel assured of genuineness, we would request attention to this our Special Export Label, and to our Trade Mark, Name on Corks, Capsules and Cases, also to age mark.

*John Jameson Son*

112

### COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.

W. M. PARLANE, Manager.

Hongkong, 18th November, 1901. 47

**DAVID CORTS & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAULING ARNHOLM, KARBERG & CO.**

Sole Agents.

295

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## GROSS AND NETT TONNAGE.

A Commission composed of Lords Spiritual and Temporal and His Majesty's Faithful Commissioners favoured the country with a draft measure which, say the *Straits Times*, to some sections of the mercantile community here, will come as a rude awakening. For years past a little fleet of small ships has been constantly daring in and out of Singapore harbour engaged in the distributing trade along the coast and among the islands, and this they were able to do because they enjoyed the privilege, being under 50 tons net register, of carrying native masters and drivers. Legislators at Home are desirous of bringing to an end a long-standing controversy between shipowner and dock authorities with regard to the computation of registered tonnage, on which dock dues are paid. To effect this, the Merchant Shipping (Tonnage Deduction for Propelling Power) Bill has been prepared. This measure lays down that the deductions for the space occupied by the propelling power shall not in any case exceed fifty-five per cent. of the portion of the tonnage which remains after other deductions allowed by the Merchant Shipping Act of 1894 are made. This is an initial instance of technical difficulties to lay mind with which the measure is exceptionally well spiced. But these have to be overcome in order to understand fully the Bill in question.

We are told that, in computing gross tonnage the cubic capacity of a vessel is measured, and every hundred cubic feet is taken as one ton, and in order to find the registered tonnage certain deductions have to be made from the gross tonnage. Amongst these is the space occupied by the crew, or appropriated to their use, and also that occupied by propelling power. Now, the Board of Trade, as well as shipowners and dock authorities, have a grievance that they desire to see adjusted. They declare that these deductions have been too much, and in supporting the Bill, they point out that, as harbour rates are registered on the net tonnage, which is really meant to represent the freight earning portion of the vessel, the revenue of harbours and dock authorities suffers considerably in consequence of the marked decline in this registered tonnage. Hitherto, the deduction for propelling power was either 32 per cent. of the actual gross tonnage of the ship, or 12 times the actual size of the engine-room. This large deduction allowed spaces both for machinery and coal bunkers, and consequently brought down the net registered tonnage to a very low figure—in some cases from one-tenth to one-twentieth of the gross tonnage of the ship. It is common knowledge that some steamers were constructed by naval architects with a direct intention of keeping down the net register and evading the rules of the Merchant Shipping Acts. There is the remarkable case, well known in Singapore, of the steamer *Abbotsford*, whose gross tonnage was 287 tons, and whose net registered tonnage was only 10 tons. Then there is the notorious old *Sea Bole*, now owned by the F. M. S. Government, and so exempt from the Board of Trade regulations, as well as from the provisions of the proposed new Act. She was 467 tons gross and 48 net, the wide difference in the respective tonnages being due to the fact of her being a non-freight carrier and having a large reduction made for propelling space. But the Naval Government is even more exceptionally favoured in this respect. They own the *Harry Escombe*, whose tonnage is 505 gross and 13 net, and the *Richard King* of 327 and 17 respectively, and the *St. John*, 411 and 4 respectively. Under the Board of Trade regulations, it is not possible to prevent ships being built with this unduly low tonnage, and it is for this purpose of remedying this that the new Act has been introduced. When this comes into force, such vessels as the above will find that they have to pay on about half their gross tonnage or render themselves liable to a fine not exceeding £5.

Turning to the effect of the Act in Singapore and the Straits Settlements, where increased registered tonnage will bring the smaller craft under local regulations necessitating the carrying of European captains and engineers, trade is more likely to suffer to a greater extent than the revenue to the Marine Department will gain. To meet the consequent appreciation in wages, these ships of the mosquito fleet may have to resort to a higher tariff for freight, against which large traders under a foreign flag, with native officers, will compete successfully. In fact, vessels of a small net tonnage will disappear, and no ship under fifty per cent. of their gross tonnage will fly the British flag. When the Bill was brought forward at hors, a large number of bodies, principally associated with pilotage operations, and dock undertakings, lodged petitions against the measure, and briefed Mr. Balfour Browne, K.C., whose association with Singapore is the master of the Tanjong-Pagar Deck Arbitration rec'd history. The objections raised by him before the Hybrid Committee of the House of Commons are not applicable to Singapore, where the Merchant Shipping Acts are in force and cover most of the ground already under legislation in other parts of the Empire. Towing vessels employed exclusively as tugs will be exempt, so long as they do not carry passengers, cargoes or stores. Otherwise they come under this Act, which, so far as existing ships are concerned, and vessels whose construction was commenced or the contracts for whose construction were signed before May 1, will operate on July 1, 1910. As any amendment made to Part I of the Merchant Shipping Act of 1894 comes into force in all parts of the British Empire, Singapore will be called upon to adopt the measure, though it is found that the adverse effect on ships of small tonnage is serious respecting the employment of its officers, the outcry that will be sure to follow its enforcement can be satisfied by the introduction of a local Ordinance under which the tonnage limit of ships in charge of native masters can be raised.

MADE IN HONGKONG.—We have again in request a copy of the *Calvert's Carbolic Soap*.

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## SHIPPING.

## ARRIVALS.

BORNEO, British str., 3,244, G. W. Gordon, 12th Sept.—London 3rd Aug.—Singapore 7th Sept., General—P. & O. S. N. Co.  
BAJAU, French str., 377, L. Anderson, 13th September—Hoikow 11th Sept., General—A. R. Marly.  
INDONESIA, British str., 3,306, T. R. Evans, 13th Sept.—New York 17th July and Singapore 6th Sept., General—Jardine, Matheson & Co.  
KUUKIANG, British str., 13th Sept.—Canton.  
PEKINGHUA, German str., 1,372, Wolf, 12th September—Bangkok 4th September, Rice, Cotton and Timber—Mellchers & Co.  
TEAN, British str., 1,346, A. Sommerville, 13th September—Manila 10th Sept., General—Butterfield & Swire.  
ZWEENA, British str., 1,148, A. Remay, 12th Sept.—Samarang via Jaya Port, 31st Aug., Sugar—Chinese.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE  
13th September.  
Ceramia, German str., for Sydney.  
Haoi, French str., for Haiphong.  
Kagoshima Maru, Jap. str., for Shanghai.  
Kowloon, German str., for Teunglo.  
Mandarin, Am. str., for San Francisco.  
Sipon, British str., for Hong Kong.  
DEPARTURES  
12th September.  
SOLSTAD, Norway str., for Saigon.  
13th September.  
C. DIKOBINSKII, German str., for Hoikow.  
HAZAN, British str., for Swatow.  
LOUNGSANG, British str., for Manila.  
SAUND HALL, British str., for Shanghai.  
SIGNAL, German str., for Haiphong.  
SUNGKIANO, British str., for Cebu.

VEESSES IN DOCK.  
ABERDEEN DOCKS.—  
KOWLOON DOCKS—H.M.S. Flora, Dragon,  
Porcupine, Argus.  
COSMOPOLITAN DOCKS—

## VESSELS ON THE BERTH

FOR VLADIVOSTOCK.

THE Steamship  
"VINE FRANCHE" will be despatched as above TO DAY 14th September.  
For Freight and further particulars, apply to DODWELL & CO., LTD., Agents, Hongkong, 7th August, 1907. 1303



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship  
"FERSIA," will leave for the above places on MONDAY, the 16th inst. P.M.  
For Freight or Passage, apply to Sander, Wieler & Co., Agents, Princo's Building, Hongkong, 10th September, 1907. 3

COMPAGNIE DES MESSAGERIES MARITIMES  
FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship  
"NERA," will be despatched for the above Ports or on about MONDAY, the 16th inst.  
For Freight, or Passage, apply to G. de CHAMPEAUX, Agents, Hongkong, 9th September, 1907. 2

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING," Captain E. Fey, will be despatched for the above ports on TUESDAY, the 17th inst., at 1 P.M., instead of as previously advertised.  
For Freight or Passage, apply to DAVID SASEON & CO., LTD., Agents, Hongkong, 12th September, 1907. 1490



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT), Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.  
Taking cargo at through rates to the BRAZIL, RIO SHA, BLACK SEA, LEVANT, VENICE and AEOLIANIC PORTS.

THE Company's Steamship  
"VORWAERTS," Captain B. Bodnar, will be despatched as above on or about FRIDAY, the 20th September.  
This Steamer has spacious accommodation for passengers, electric light, and carries a doctor and stewardess.

For information as to Passage and Freight apply to Sander, Wieler & Co., Agents, Princes' Buildings, Hongkong, 31st August, 1907. 3

THE RUSSIAN VOLUNTEER FLEET  
FOR ODESSA.

THE Steamship  
"KOSTROMA," will be ready to load here as above Middle of October.  
For Freight, apply to MELCHERS & CO., Agents, Hongkong, 30th August, 1907. 1426

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "l.w." together with the number denoting the section.

## SECTION:

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c., VIA USUAL PORTS OF CALL...	MALTA	Brit. str.	—	G. A. Peters	P. & O. S. N. Co.	On 21st inst., at Noon.
MARSEILLE &c., VIA PORTS OF CALL...	TOURANE	French str.	—	Lanceolin	MESSENGERIES MARITIMES	On 17th inst., at 1 P.M.
MARSEILLE, HAVRE & COPENHAGEN	TRANQUEBAR	Dan. str.	—	H. W. Konwick, R.N.E.	MELCHERS & CO.	On 17th inst.
MARSEILLE, LONDON & ANWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	k. w.	P. & O. S. N. Co.	HAMBURG-AMERIKA LINIE	About 9th October.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	FLAVION	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 22nd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	BELGRAVIA	Ger. str.	—	P. G. Croach	MELCHERS & CO.	On 19th October.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ HEINRICH	Ger. str.	—	—	—	On 25th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	RUEKLAIR	Ger. str.	—	v. Hoff	HAMBURG-AMERIKA LINIE	On 2nd October.
HAVRE & HAMBURG VIA STRAITS, &c.	ROHENSTAUFEN	Ger. str.	k. w.	Jager	HAMBURG-AMERIKA LINIE	On 30th October.
HAVRE & HAMBURG VIA STRAITS, &c.	VORWARTS	Aus. str.	—	B. Bednarek	SANDER, WIELER & CO.	About 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	KOSTROMA	Eus. str.	—	—	MELCHERS & CO.	Middle of October.
HAVRE & HAMBURG VIA STRAITS, &c.	SIRK	Brit. str.	—	—	DODWELL & CO., LTD.	On 5th October.
HAVRE & HAMBURG VIA STRAITS, &c.	OCEAN MONARCH	Am. str.	—	—	SHEWAN, TOMES & CO.	On 2nd November.
HAVRE & HAMBURG VIA STRAITS, &c.	GHAZEE	Brit. str.	—	—	—	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF CHINA	Brit. str.	1 m.	—	DODWELL & CO., LTD.	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	W. S. Shattock	CANADIAN PACIFIC R. CO.	On 25th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	SUVERIC	Am. str.	—	W. E. T. S. Filmer	CANADIAN PACIFIC R. CO.	On 24th Oct., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	KASATO MARU	Jap. str.	—	TOYOKISEN KAISHA	DODWELL & CO., LTD.	On 1st Oct., at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	MARIE	Brit. str.	1 m.	G. C. Christiansen	CHINA COMMERCIAL S.S. CO.	Middle of October.
HAVRE & HAMBURG VIA STRAITS, &c.	ALDENHAM	Brit. str.	—	G. W. Eidy	BUTTERFIELD & SWIRE	On 28th inst., at 3 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	MANILA	Brit. str.	—	St. John George	GIBE, LIVINGSTON & CO.	On 27th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	VINE BRANCE	Brit. str.	—	J. Minseen	MELCHERS & CO.	On 28th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	INDIEN	Dan. str.	—	—	DODWELL & CO., LTD.	On 10th Oct., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	PRINZ WALDEMAR	Brit. str.	1 m.	W. B. Brown	MELCHERS & CO.	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	TUINI	Brit. str.	—	W. von Sanden	BUTTERFIELD & SWIRE	On 14th Oct., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	TIENTSIEN	Brit. str.	—	H. Koops	MELCHERS & CO.	About 18th October.
HAVRE & HAMBURG VIA STRAITS, &c.	CHONGSHING	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LTD.	Quick despatch.
HAVRE & HAMBURG VIA STRAITS, &c.	KWEICHOW	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	CHEFOO & TIENSIN	Brit. str.	1 m.	G. Hooker	P. & O. S. N. CO.	On 22nd inst., at D'light
HAVRE & HAMBURG VIA STRAITS, &c.	SHANGHAI, MOJI KOBE & YOKOHAMA	Brit. str.	—	G. W. Gordon	HAMBURG-AMERIKA LINIE	About 13th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SALINA CRUZ, MEXICO VIA MOJI, JAPAN	Brit. str.	—	W. P. Baker	JARDINE, MATHESON & CO., LTD.	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	AUSTRALIAN PORTS VIA MANILA	Brit. str.	—	Craigie	SANDER, WIELER & CO.	To-morrow, at Daylight.
HAVRE & HAMBURG VIA STRAITS, &c.	VIADIVOSTOCK	Brit. str.	—	C. Schmidt	MESSENGERIES MARITIMES	On 18th inst., P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	YOKOHAMA AND KOBE	Brit. str.	—	W. J. Davies	JARDINE, MATHESON & CO., LTD.	About 16th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	YOKOHAMA AND KOBE	Brit. str.	—	Bradley	JARDINE, MATHESON & CO., LTD.	On 17th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	JAPAN	Brit. str.	—	H. Hayward, E.N.E.	P. & O. S. N. CO.	On 19th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	YUNSIAN	Brit. str.	—	Rud. Meyer	MELCHERS & CO.	About 20th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	YUNSIAN	Brit. str.	—	Selmer	HAMBURG-AMERIKA LINIE	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	NEKA	Brit. str.	—	I. Sakurai	MELCHERS & CO.	Middle of October.
HAVRE & HAMBURG VIA STRAITS, &c.	DALIN MARU	Brit. str.	—	T. Ho...	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
HAVRE & HAMBURG VIA STRAITS, &c.	FUKUSHIMA MARU	Brit. str.	—	Dowson	OSAKA SHOSEN KAISHA	On 18th inst., at D'light
HAVRE & HAMBURG VIA STRAITS, &c.	KWEIKANG	Brit. str.	—	H. A. Warrell	BUTTERFIELD & SWIRE	On 17th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	KUANGKAO	Brit. str.	—	L. D. Northcombe	BUTTERFIELD & SWIRE	On 17th inst., at Daylight.
HAVRE & HAMBURG VIA STRAITS, &c.	SHAOHSING	Brit. str.	—	A. J. Robson	Douglas LAPIRAKIN & CO.	On 16th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	HAIMUN	Brit. str.	2 m.	J. H. Brown	SHEWAN, TOMES & CO.	On 23rd inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	YOCHOW	Brit. str.	—	R. Almond	BUTTERFIELD & SWIRE	To-day.
HAVRE & HAMBURG VIA STRAITS, &c.	RUBI	Brit. str.	—	A. Somerville	JARDINE, MATHESON & CO., LTD.	On 17th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	TEAN	Brit. str.	—	T. Meyrick	SHEWAN, TOMES & CO.	On 20th inst., at 4 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	MANILA	Brit. str.	—	A. Fraser	JARDINE, MATHESON & CO., LTD.	On 21st inst.
HAVRE & HAMBURG VIA STRAITS, &c.	KUDAT & SANDAKAN	Brit. str.	—	F. Sembill	MELCHERS & CO.	Beginning of October.
HAVRE & HAMBURG VIA STRAITS, &c.	SINGAPORE	Brit. str.	—	Melkin	JARDINE, MATHESON & CO., LTD.	On 16th inst., at 3 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	SINGAPORE & CALCUTTA	Brit. str.	—	N. Kobayashi	OSAKA SHOSEN KAISHA	On 17th inst., at Noon.
HAVRE & HAMBURG VIA STRAITS, &c.	SAMARANG & SOERABAIA	Brit. str.	—	E. Fey	DAVID SASON & CO., LTD.	On 17th inst., at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	JAVA PORTS	Brit. str.	—	van Emmerick	JAVA-CHINA-JAPAN LINIE	About 26th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	JAPAN	Brit. str.	—	Pander	JAVA-CHINA-JAPAN LINIE	Quick despatch.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
FOR  
SHANGHAI VIA SWATOW ... KWONGSANG Sunday, 15th Sept., Daylight  
SINGAPORE ... FAUSANG Monday, 16th Sept., 3 P.M.  
SHANGHAI, YOKOHAMA, KOBE & MOJI KUTSANG Tuesday, 17th Sept., NOON.  
MANILA ... YUENSANG Friday, 20th Sept., 4 P.M.  
TIENSIN REDUCED FARES TO STRAITS AND CALCUTTA.  
Hongkong to Singapore 1st Class, Single \$ 65. Return \$100.  
Penang ... 55. Calcutta ... 165. 250.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
† Taking cargo through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze Ports.  
For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., GENERAL MANAGERS. 18

**PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.**

POB	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO Capt. G.W. Gordon, R.N.R.	About 13th Sept.	Freight and Passage.
SHANGHAI	OCEANA Capt. W. Hayward, R.N.R.	About 20th Sept.	Freight and Passage.
LONDON VIA USUAL PORTS	MALTA Capt. R. A. Peters	Noon, 21st Sept.	See Special Advertisement.
MARSEILLES, LONDON and ANTWERP VIA SINGA	NAMUR Capt. H. W. Keurick, R.N.R.	About 9th October	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent

Hongkong, 13th September, 1907.

**CHINA NAVIGATION CO., LIMITED.**

FOR	STEAMERS	TO SAIL
SWATOW and SHANGHAI	+ KIUKIANG	On 15th Sept., D'light
SWATOW, NINGPO and SHANGHAI	+ SHAOHSING	On 17th Sept., 4 P.M.
AMOY, SHANGHAI, CHEFOO, and NEWCHWANG	+ KWEIYANG	On 17th Sept., 4 P.M.
MANILA, CHEFOO and TIENTSIN	+ TEAN	On 17th Sept., 4 P.M.
SWATOW and SHANGHAI	+ KWEICHOW	On 22nd Sept., D'light
MANILA, ZAMBOANGA, PORT DAEWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, * "CHANGSHA"	+ YOCHOW	On 23rd Sept., 4 P.M.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	* CHINGTU	On 10th Oct., 4 P.M.
YOKOHAMA and KOBE		The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified surgeon is carried.
		* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
		* Taking Cargo and Passengers at through routes or all New Zealand Ports and other Australian Ports.
		REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.
		For Freight or Passage, apply to—
		BUTTERFIELD & SWIBB. AGENTS 11 Hongkong 14th September 1907.

FOR	THE CO'S R.S.	LEAVING
TAMSUI VIA SWATOW { "DAIJIN MARU" Capt. I. SAKURAI }	SUNDAY 15th Sept., at 10 A.M.	
AMOY		
TAKAO VIA SWATOW { "FUKUSHU MARU" Capt. T. ITO }	WED'DAY 18th Sept., at Daylight.	
AMOY AND ANPING		
SINGAPORE AND CALCUTTA { "YERIMO MARU" Capt. N. KAWAHARA }	WED'DAY 18th Sept., at Noon.	
		* Those Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon and Midships. Unrivalled Table.
		* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
		For Freight, Passage, and further information, apply at the Company's local Branch Office Second Floor No. 1, Queen's Buildings.
Hongkong, 14th September, 1907.	T. ARIMA, Manager.	14

**CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.**

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific is the "EMPERESS LINE." Saving 5 to 10 days' Ocean Trav'l.

11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS (Subject to Alteration).		
Tues.	LEAVES HONGKONG	ARRIVE VANCOUVER
"EMPERESS OF CHINA" 6,000	THURSDAY, 26th Sept.	14th Oct.
"EMPERESS OF INDIA" 6,000	THURSDAY, 24th Oct.	11th Nov.
"MONTEAGLE" 6,163	WEDNESDAY, 6th Nov.	30th Nov.
"EMPERESS OF JAPAN" 6,000	THURSDAY, 21st Nov.	9th Dec.
"TARTAR" 4,425	WEDNESDAY, 4th Dec.	28th Dec.
"EMPERESS OF CHINA" 6,000	THURSDAY, 19th Dec.	6th Jan.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22½ days from YOKOHAMA and 29½ days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York £71.10.

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First Class rates include cost of Meals and Berth in Sleeping Car while crossing the American Continent.

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Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

6

**NORDDEUTSCHER LLOYD. BREMEN. IMPERIAL GERMAN MAIL LINES.**

FOR	STEAMERS	TO SAIL
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST" Capt. RUD. MEYER	About Tuesday, 23rd September
NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZ HEINRICH" P. GROCH	Wednesday, 25th Sept., at NOON.
YOKOHAMA and KOBE	"PRINZ WALDEMAR" Capt. W. v. SENDEN	About Thursday, 16th October.
MANILA, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"MANILA" Capt. MINSEN	Thursday, 10th Oct. at NOON.
KUDAT and SANDAKAN	"BORNEO" Capt. F. SEMILL	Beginning of October.

For further Particulars, apply to

**NORDDEUTSCHER LLOYD, MELCHERS & CO., GENERAL AGENTS, HONGKONG & CHINA.**

Hongkong, 14th September, 1907.

**SABANG BAY COALING STATION, POLOE WEH. NORTH SUMATRA.**

CABLE ADDRESS:—"HARCOAL" SABANG OR AMSTERDAM. General Agent—G. A. WITTE, London, E.C. Coal Agents—HALL BLYTH & CO., London, E.C. Favourably situated at the entrance to the Straits of Malacca for all steamers from and to the Straits, China, Japan, India, Europe, United States, South Africa, etc.

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Hongkong, 1st December, 1906.

YORK BUILDINGS.

12300

PASSENGER SEASON 1908.

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Hongkong, 19th August, 1907.

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## POST OFFICE NOTICE

On and from the 30th instant, the British Post Office, at Tien'sin will be closed.

The Manchurian, sailing on the 14th instant, will not call at Shanghai.

The *Nora* with the French mail of the 16th August, leaves Saigon on Friday, the 18th instant, at 5 p.m., and may be expected here on Monday, the 19th instant. This packet-brings replies to letters despatched from Hongkong on the 13th July.

The *Nippon Maru*, with the American mail leaves Manila on Saturday, the 14th instant, at night, and may be expected here on or about Monday, the 16th instant, p.m.

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PER

DATE

NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.  
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Swatow and Shanghai  
Swatow and Manchuria  
Singapore  
Moji, Kobe and Yokohama  
Swatow, Amoy and Tamsui  
Moji, Kobe, Yokohama and Portland  
Swatow, Amoy and Foochow  
Swatow and Bangkok  
Singapore  
Keeling, Shanghai, Kobe, Yokohama  
Victoria B.C. and Seattle  
Singapore  
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Amoy, Chefoo and Newchwang  
Manila  
Singapore  
Shanghai, Yokohama, Kobe and Moji  
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Tientsin  
Chefoo and Tientsin  
Swatow and Shanghai

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SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER (B.C.).  
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Samarang and Sourabaya

Hai Phong  
Hanoi  
Manchuria  
Sui Tai  
Rubi  
Deligravia  
Barone  
Kwoklong  
Kwongseung  
Ghazee  
Tikini  
Daijin Maru  
Nisomed  
Hainan  
Paduk  
Fausang  
Aki Maru  
Ningchow  
Hinsana  
Tourane

10.45 A.M.

Registration, Kowloon  
B.O. 10.00 A.M.

No late fee

Letters 11.00 A.M.

Saturday, 14th, 1.15 P.M.  
3.0 P.M.

Saturday, 14th, 4.00 P.M.

Saturday, 14th, 5.00 P.M.

## THE COLLAPSE IN JAPANESE SECURITIES.

The Times correspondent at Tokyo wrote on July 4th:

Towards the close of last January Japanese economics entered a downward grade, the extremity of which seems to have been reached on June 17. Perhaps the most eloquent method of describing what occurred in that interval is to record operations on "Change" in the cases of a few of the gilt-edged securities:

Names of Securities	Quotation (January)	Quotation (June)
Tankō S.S. (Company) ...	172.50	103.30
Tokyo Electric Tram ...	194.00	65.80
Kohin Electric Tram ...	154.00	87.95
Yusan Kainai ...	154.00	31.25
Tokyo Gas Co. ....	191.00	90.00
Fiji Cotton Spinning ...	244.90	88.50
Tokyo Cotton Spinning ...	183.00	68.50
Kauai Cotton Spinning ...	299.95	149.00
Tea ...	175.05	100.00
Sugar ...	162.50	77.55
Tokyo Stock Exchange ...	780.00	123.50

The aggregate meaning of this depreciation becomes plain when we note that the total market value of the 50 kinds of shares handled by the Tokyo Stock Exchange was \$83,499,137 yen on January 1st, namely, the period of greatest inflation, against which the sum actually paid up on the shares (which numbered 7,575,024) was 406,964,200 yen. But on June 17th, although the sum paid had increased to 410,121,200 yen, the aggregate market value of the whole was only 5,361,200 yen, which represents a shrinkage of 33,447,937 yen. This relates to Tokyo alone. There can be no doubt that similar statistics for the other exchanges throughout the Empire were compiled, the total shrinkage would amount to at least 50 million sterling.

The reasons of this extraordinary *débâcle* are difficult to discover clearly. Of course the January quotations indicated a condition of inflation from which some reaction was inevitable sooner or later. But the prices in the June column of the above table show a panic, and at the outset of the depression there were no ostensible causes for panic. From the beginning of the year if the country entered a period of industrial expansion, it was natural after the war. Enterprises of all kinds found ready and even eager support, and by the spring of the current year capital had been pledged to the extent of some 200 millions sterling on account of new undertakings. Out of this total sum not more than 30 millions was actually paid up, and the whole movement did not inspire any alarm, being attributed mainly to the nation's possession of large funds scattered throughout the country in the form of war outlays. But there was one feature of this company mania which could not fail to be injuriously felt in the end—namely, the sale of shares. So sharply accentuated was the speculative spirit that, even before an enterprise had come into legally recognized existence, its shares in *posse* commanded high premiums, and were eagerly bought up by men who imagined that at every route of industrial expansion must lead to a gold mine. In these conditions, the professional promoter saw his opportunity and exploited it greedily, with the result that when the period of depression set in many people found themselves in possession of shares purchased at high prices and likely to become quite valueless. This could not fail to shock and check the spirit of enterprise, and thus to react upon the general demand even for shares of old-established companies.

By degrees, to an uneasy suspicion arose that small banks, which had advanced money on the security of shares, would be unable to obtain remuneration from the borrowers, and would be compelled to unload precipitately their holding, to the further demoralization of an already weakened market, and possibly to the failure of the banks themselves. This suspicion plainly calculated itself to produce the dreaded results, found confirmation in part. Within the short space of 17 weeks, ended June 17, no fewer than 33 banks were subjected to runs and 12 were obliged to close their doors. In English ears such a record sounds more formidable than it really is, for a special correction has to be applied—namely, that all these banks were exceedingly petty concerns from a European point of view, and that some of them were working on a capital of not more than ten thousand pounds. Nevertheless they possessed importance in Japanese eyes; and as these frequent announcements of banking embarrassments were supplemented by two suicides of prominent men who had lost heavily on "Change," public nervousness became almost hysterical.

Happily there were corrective factors at work. The three great capitalists in Japan are the barley crop, the silk crop, and the rice crop. Of these the first two may now be said to be assured successes. The barley is already harvested, and is far above the average yield, and securitudo promises to have a record year, for, whereas the export in 1906 reached the unprecedented figure of 10 millions sterling, there are good reasons to think that the total for this year will be nearly half so much again. In the case of rice—which is incomparably the most important of the three—it is still premature to speak with any assurance, but the rainy season, which plays a large part in the quantity of the crop, has been ideal thus far, and the best judges predict an exceptionally fine return. Consciousness that these remedial factors were at work gradually produced a feeling of reassurance, and this was accentuated by the action of the principal bankers of Tokyo, who, meeting on the 20th June, formed a league for mutual protection, and decided to substitute strength of union for the conservative policy which had hitherto been dictated to them by circumstances. This changed attitude was not without its effect. Indeed, then the whole situation is summed up, over-speculation is the only factor clearly responsible for the recent depression.

In other directions things is satisfactory. Thus, whereas last year saw an extraordinary growth of this country's foreign trade, the returns for this year are still more striking, since they show a total increment of six millions starting up to the middle of June. In the region of State finance, too, somewhat gratifying results have been noticed. Thus the revenue for the fiscal year ended 31st of last March exceeded the estimates by three millions sterling, and this surplus, supplemented by the proceeds of reduced expenditures, has enabled the Treasury to dispense with the flotation of eight millions sterling of domestic bonds, which transaction, sanctioned by previous Budgets, had been hanging over the nation's head for several months. The one salient need of the situation is cheap foreign capital. It is not possible to state exactly how many of the enterprises planned during the recent period of inflation have survived the ordeal of depression. Many have certainly been abandoned and many others will be similarly unfortunate. But there will be a large resumption of second undertakings and it is calculated that if these prove to be successfully developed, they must attain fully one-half of their working capital from Europe and America. Doubts are expressed in some quarters as to whether the Japanese Government's policy has been quite wise in this matter. Believing that if the Industrial Bank

—an official creation—were constituted the chief medium for contracting foreign loans, the borrowers would obtain reasonable terms and the lenders would be guaranteed against risky transactions, the Treasury extend its support and co-operation to that bank. In theory the idea was not unsound; but in practice it had the natural effect of driving out of the field several foreign syndicates which, though anxious to compete for Japan's custom, did not care to enter the lists against what in their eyes bore the character of an officially supported monopoly. That, however, is a side issue. Money finds its own way sooner or later to the places where it is most in demand, and Japan should be such a place, for that she is entering a period of great material development there can be little doubt.

Q. P. YEOMAN.

In the first place, he had a very peculiar name, handicapped in the patronymic of his forefathers, his parents went one better, in his Christian name, which they must have discovered in a book of Latin quotations and proverbs. Had Q. P. been of the highly sensitive mould, he would have suffered years of knowledge, daughters have sacrificed both and lived his life under a perpetual alias, but he was not so made. Like his name he was an ex-gardener—a cheerful exaggeration in expression, tastes and habits. It was the custom to smile when he was mentioned, for he had a genius for transforming most situations in which he found himself into the laughable or grotesque.

Q. P. was a Volunteer, but he was an ardent rifle-man for a year only, and forsook the walking for the riding branch, incuring dire pains and penalties which he somehow managed to cheerfully evade, though shuns of warning notices, and other unpleasant official documents were waiting for him at all hours of the day. I will take my readers with Q. P., from the time he was sworn in, in the billiard room of an old fashioned spong little hotel until he consigned his troop of "acrobatic militia" to another, a hotter land, and left with a \$10 fine hanging over his head, which he never paid, because they could not find him. Having sworn allegiance to service whenever and wherever called on, also a wrong address, unwittingly, the next we see of him, is in the squadron store from which he extracts a helmet two sizes too big for him (which he endeavors to do without satisfactory results), and sundry other articles and accoutrements. In the riding school he has a harrowing time, even for a recruit. When he is shot from the back of a horse with lamblike habits, during a fierce effort to lower the stirrup iron and at the same time push the bolt of the next man's rifle away from his knee, everyone rears. Q. P. again! The Sergeant Major cracks a horsey joke. Situations like this call for the finest efforts from Sergeant Majors. But Q. P. gets even. All horses intended for camp will be selected to morrow at 5 p.m. by the Adjutant. This is the notice Q. P. receives at the breakfast table the following morning?

The day arrives. The school-yard is crowded with horses and horses. Some appear to have got in through a mistaken impression about the species of the vast animal creation required for the purpose, on the part of the riders. One passes, with a flick of a whip that sends the noble steed cavorting on the turf in an energetic manner as though a few Chinese crackers were exploding at the end of his tail. Curses and imprecations terrible to a weak digestion follow the course of another "charger," combined with pathetic, anxious enquires as to what it is and where it was excavated. With a gloomy brow the yeoman rides his scorned Arab home to kindlier haunts and a coal cart. A horse stops dead on one occasion; expectation in his eye; a wit calls "not-to-day, barker, thank you; we have three leaves from yesterday." And off he shoots again, following the dictates of habit which is second nature.

Next man! Slowly, painfully, clatters up Q. P. All voices are hushed. Q. P. winks and the ghostly quadruped nearly overbalances. "Goth him to Henry," whispers his rider in ecstasy. "Great isn't he? What?" (Henry) is the vale to which the aged are led to die. The Major gasps and splinters, the Sergeant Major turns pale, and the Adjutant's monocle falls down his neck. Q. P. simulates a desire to increase his speed, which has a negative effect. Having enjoyed the sensation while he waits not for the verdict, but passes on to the top of the yard, and hands the steed to a small boy with strict instructions not to bring it back. He returns without a smile and faces caustic comment with never a blush.

Bought it for three bob," explained Q. P. later on. "He who laughs last laughs best, eh?" His eventual luck is a black hog-nosed Army mount from Aldershot, with one ear perpetually cocked back, and the other forward, in constant enquiry. And at the tail end of the afternoon, on returning from a tiring field day, he would always earn the enmity of the Sergeant and the smiles of the crowd by dropping his reins and falling sleep while his horse would wander on in front, for all the world as though he were gauged to the joke—"just for company for the Sergeant." Now and then the Q. P. would go out "scouting," that is to say, he would venture out of sight, bit his horse to a tree in a shady place, wedge a glass of milk or beer (or both) from a farm house, and depart on a blackberry expedition, or a mushroom excursion, returning to the lamas when dusk was gathering, and the horses had all been watered, groomed and fed, with weird tails of light and speed, and specimens from a plundered orchard in his pocket. For he was not a model boy. Q. P. seldom grooms his horse. Any little work in the lamas was exclusively left to someone else, and it was Q. P. who one morning secured the distinction of parading with a blue headpiece, among 500 beautiful white ones. He had "piped" it with Elizabeth blue in the dark night before, and his appearance on the ground, unconscious of the disaster (for as usual somebody else had to saddle and bridle for him) nearly paralysed his young, enthusiastic Lieutenant. Q. P. was "severely spoken to" regularly every day, for dirty ride, unburnished curb chains and stirrup irons; that is to say, the individual who took him to task could last out the endurance with an immovable expression which was rare—*"Singapore Free Press."*

## A SUFFRAGETTE.

So much has been heard of recent date about the doings of the suffragettes, that the following few words may be excused. The lady to whom these remarks refer is not a muscular, courageous, wild-living voting female; but a lady of delicate health, sweet disposition, patient in suffering and unobtrusive.

Yet in spite of her unobtrusiveness she wishes her voice recorded, and that in favour of Van Houten's Cocoas, because it has been such a help to her. She has found it sustaining, strengthening, refreshing, delicious in flavour, easily made ready and not dear. It is really not dear because a little goes a long way. You only need a very small quantity to make a cupful of a delicious beverage.

Give it a trial, lady reader, and like the gentle suffragette above mentioned, you will find it delicious and also wish to record your vote in its favour.

## THE CHINESE WHEELBARROW.

Most nationalities have one or two objects of daily use, which seem to embody their peculiarities. What is chosen as characteristic depends upon the intuition and the experience of the observer. Thus, for the Frenchman there is a cartoon, which exactly represents the Englishman; whilst Englishmen have an innate and vociferous recognition for a picture portraying their notion of a Frenchman. If an Englishman were asked to choose some typical object in use amongst Frenchmen, he might, perhaps, select their long, narrow, nervous looking boots, whilst if a Frenchman wanted something which most conveyed the idea of an Englishman, he would probably select a loud, cracked Norfolk jacket. And this would be after generations of experience.

To a writer, with only his own experience to guide him, no object seems to be more typical of the Chinese than their wheelbarrow. It is typical, in the first place, of their ingenuity. To wheel an ordinary wheelbarrow is no easy task. The practised gardener can do it, but let an amateur gardener and he will find how difficult it is. But even the European gardener would look foolish if he tried to manage a Chinese wheelbarrow. One can imagine how confidently he would mount his hands, and grip the shafts. But, had he load of potatoes on one side and a bundle of cabbages on the other, how far would he get along a straight, trim, garden path? How the Chinese would laugh at the attempt! "Here," they would say, "is the wonderful white man who is king over machinery; and who cannot control a simple thing like this!" But, though the Chinese have learned to manage their wheelbarrow, as they can learn to manage anything, yet it is a clumsy contrivance, and emblematic both of Chinese disregard of convenience, and of their hatred of change. Instead of trying to preserve a balance between a heavy wooden packing case and a light cardboard hat-box, we choose the easy method of using a truck. We limit the use of the wheelbarrow to things which can conveniently be contained therein. But to the Chinese the idea of convenience is an end in itself, does not occur. His father smarted under the strain of preserving a balance, why should he escape discomfort by using the two-wheeled truck? He would, in fact, soon think of having pockets sewn into his clothes, and wearing boots that kept out the wet.

The Chinese wheelbarrow is used quite as much as a means of progression as of conveyance. A wheelbarrow is cheap, and it can go where a ricksha cannot. A ricksha, for instance, is too large a vehicle to go through the narrow, poor alleys of the Shanghai Native City. Even if it could do so it would be out of place. The ricksha is exotic, intended for Europeans, and meant to run on roads. But the Chinese take no care of their roads; they are as much more at home in rough, tortuous alleyways. To use a ricksha in a native city would be just as incongruous as to drive a hansom cab through a country lane. One does not expect comfort, cleanliness or well-being in a Chinese native city, and a ricksha is, by comparison, the embodiment of all three. Besides, the ricksha stands for hate, and no Chinaman is ever in a hurry. To dash about behind a running man befits only the foreigner, to whom time is precious.

Then the wheelbarrow is the epitome of Chinese patience and resignation. Very often, of course, an up-set occurs, and gives rise to a torrent of the most terribly abusive language, but, just as often, it results in a laugh and, at any rate, never prevents a renewal of effort. The fact that an acquaintance has occurred to-day never seems to be an argument in favour of its recurrence to-morrow; or, if it does, that does not affect the coolie's estimate of his wheelbarrow. It is just the same all through the life of Chinese. If he is visited with misfortune, well, he suffers it patiently. Trouble is the lot of man, and, for some reason, bodes from his understanding, trouble is inflicted. Therefore, tie up all the luggage, and strain beneath its weight again. It is very bad, and the road is full of menses, but why attempt to escape?

But though the Chinese wheelbarrow stands for all the qualities at which a European laughs, and for some which he vaguely admires, yet it stands for something else as well. When the day is dying, there is something touching and gentle in the sight of a small party of Chinese women, being carried along the Bubbling Well Road, or out on the road to Jessfield. They sit on either side of the wheel, laughing and chatting happily, whilst the coolie trundles them contentedly along. The hot day is over, and a pleasant breeze fans the branches above their heads, or stirs the fields that lie to right and left. The road winds out behind them, white and dusty, as they move towards the lights of home. They glance anxiously at the carriages, which sweep, so fast, beside them, treating them with such scant courtesy, and filling them with a vague wonder and distrust. Very demure and weak they look, these Chinese women, not to be hurried nor noisy about aside. Quickly the light is fading; it will be dark before they reach their journey's end. The stars are opening bright eyes, and the peace of the night is falling round them. Would one have them, after all, give up their simplicity for our luxury? Would one like them any better if they drove? Is there not something sacred, even, in their slow, clumsy wheelbarrow? Perhaps the Chinese woman has pruderie, just because she is a woman. If she is fond of her wheelbarrow, i.e. she not fond of children too, and does not anything, of which a woman is fond, deserve at least the tolerance of men? Does it not, at any rate, excuse the contradiction of an article which began by discrediting the ridiculous, and ends by discovering the picturesque?

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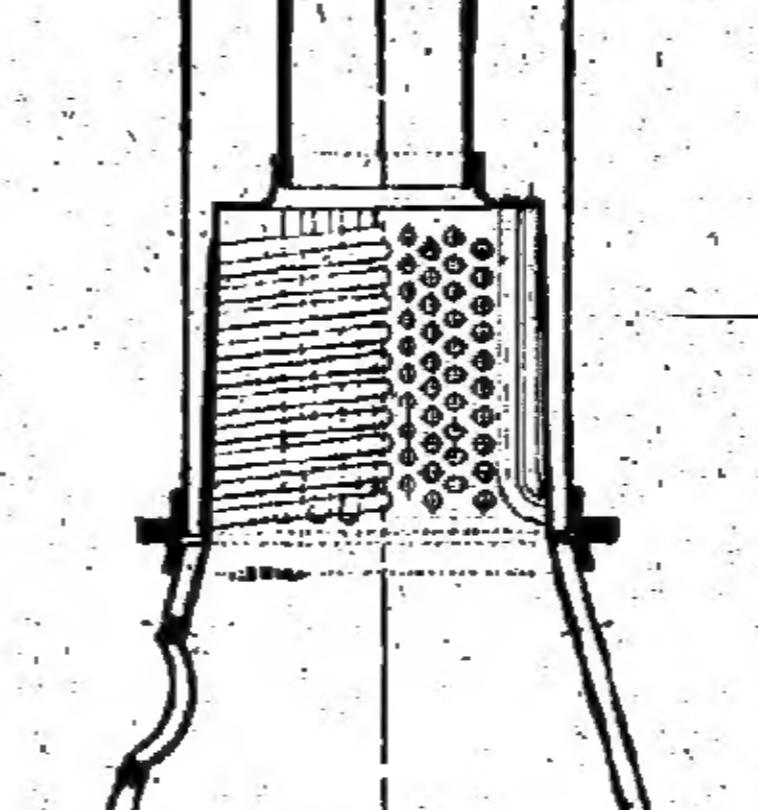
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for 6 " 3½ " " 3 " "

JOHN ALMSTRONG,  
Manager.  
Hongkong, 16th May, 1907. 115

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AUTHORISED CAPITAL £1,500,000  
SUBSCRIBED 1,125,000  
PAID UP 502,000  
RESERVE FUND 170,000  
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For 12 months 4 per cent.  
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EVAN ORMISTON,  
Manager.

Hongkong, 30th April, 1907. 24

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On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On fixed deposits for 12 months 5½ per annum  
" 6 " 4½ " " 3½ " "

TAKEO TAKAMICHI,  
Manager.

Hongkong, 8th April, 1907. 560

**NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.**  
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do. 3 do. 3½ do.

D. TOHDOW, Manager.

Hongkong, 5th April, 1907. 842

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W. M. ANDERSON, Manager.

Hongkong, 24th July, 1907. 1239

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RESERVE FUNDS:—

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\$21,750,000

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Hongkong—J. R. M. SMITH

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J. R. M. SMITH, Chief Manager.

Hongkong, 17th August, 1907. 21

**HONGKONG SAVINGS BANK.**

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For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH, Chief Manager.

Hongkong, 12th January, 1907. 22

## BANKS

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J. BOETJE Manager.

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Hongkong, 9th September, 1907. 7

## BANKERS

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NOTICE TO CONSIGNEES.

THE Steamship

"GOEBEN."

having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LTD.

Agents.

Hongkong, 9th September, 1907. 5

## NOTICE TO CONSIGNEES

THE Steamship

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THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

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Hongkong, 9th September, 1907. 7

## NOTICE TO CONSIGNEES

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Hongkong, 9th September, 1907. 5

## NOTICE TO CONSIGNEES

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Hongkong, 9th September, 1907. 5

## NOTICE TO CONSIGNEES

THE H.A.L. Steamship

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No Fire Insurance will be effected by us in any case whatever.